September 30, 1998 VPCD-98-11 (LDV/LDT/SM/ICI/LIMO)

Dear Manufacturer:

SUBJECT: 99 MY Fuel Economy Guide - Revised Timetable; Guidance for Submitting Data from Alternative-fueled Vehicles, Minivans and Sport Utility Vehicles

Enclosure 1 provides a revised timetable for inclusion of label values of new passenger cars and light-duty trucks in the 1999 model year Fuel Economy Guide. The revised timetable provides an additional five weeks lead time from the timetable listed in manufacturer guidance letter VPCD 98-10, July 1, 1998. This revised timetable will provide manufacturers with additional time to include more gasoline-fueled, alternative-fueled, and electric vehicles in the Guide.

This year, as required by Alternative Motor Fuels Act of 1988 and 49 U.S.C. 32908, we intend to include in the Guide, the fuel economy and driving range of alternative-fueled and electric vehicles. We also intend to list some alternative-fueled and electric vehicles in the Guide for which the fuel economy and driving range values have not yet been developed, provided the vehicles will be introduced into commerce sometime during the 1999 model year. Additionally, we intend to subdivide “Special Purpose Vehicles” into new subcategories of minivans and sport utility vehicles.

Enclosure 2 provides instructions for submitting information to EPA for the Guide for alternative-fueled vehicles, electric vehicles, minivans, and sport utility vehicles.

If you have any questions about this letter, please contact your certification team representative.

Sincerely,

Jane Armstrong, Director
Vehicle Programs and Compliance Division
Office of Mobile Sources

Enclosures

cc: S. Perez, DOE

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ENCLOSURE 1

Revised Timetable

This enclosure contains the revised timetable for including data in the 1999 Fuel Economy Guide and for the calculation and release of updated fuel economy ranges.

Fuel Economy Guide

Task	Significant Dates	Responsibility
1. Complete emission certification requirements for all model types to be included in the Guide.	September 30	Manufacturer
2. Notify EPA of self-approval of all general label fuel economy values, for all model types to be included in the Guide.	September 30	Manufacturer
3. Compile a list (for each manufacturer) of descriptions, fuel economy values, etc., of all model types to be included in the Guide and transmit to manufacturers for their review.	September 30	EPA
4. Complete review of all information provided in "3" above and notify EPA of necessary corrections or concurrence.	October 6	Manufacturer

Fuel Economy Ranges

1. Release to manufacturers the fuel economy ranges to be used on fuel economy labels.	October 9	EPA
2. Ranges required to be included on labels as of this date.	October 25	Manufacturer

EPA will try to include all available information in the Guide, which is submitted to EPA prior to October 7, 1998. October 7, 1998 is the last day for manufacturers to make changes to the EPA computer data base or to submit written fuel economy information to EPA for alternative-fueled vehicles and electric vehicles.

EPA will convey the necessary information to DOE on October 9, 1998.

ENCLOSURE 2

Additional Instructions for Submitting Fuel Economy Information to EPA for the 1999 Fuel Economy Guide

1. Background Information

The 1999 Fuel Economy Guide will contain separate sections for vehicles which can be operated on the following fuels:

- Gasoline
- Diesel fuel
- Ethanol (E85)
- Compressed Natural Gas (CNG)
- Electricity
- Other Fuels

For dual-fueled vehicles, the gasoline mpg values for the vehicle will be listed in both the Gasoline section of the Guide and the appropriate alternative-fuel section of the Guide.

2. Subdividing "Special Purpose Vehicles" into Minivans and SUVs

The 1999 Fuel Economy Guide will subdivide the Special Purpose Vehicle class into the following new sub-categories:

- Special Purpose Vehicle - Minivan - 2WD;
- Special Purpose Vehicle - Minivan - 4WD;
- Special Purpose Vehicle - Sport Utility Vehicle - 2WD; and
- Special Purpose Vehicle - Sport Utility Vehicle - 4WD.

If manufacturers have not already done so, they should provide EPA with a list showing how to subdivide their 1999 Special Purpose Vehicles into Minivans and Sport Utility Vehicles (SUVs). In some cases, we may ask manufacturers to justify why the vehicles should be classified in these categories. With EPA approval, a vehicle may continue to be listed in the Guide as a "Special Purpose Vehicle" if it does not seem to fit into one of these new categories. This situation is expected to be rare, but may occasionally happen for some types of camper vans, dune buggies, amphibious vehicles, or other special vehicles.

These new subcategories of "Special Purpose Vehicles" will be used in the Guide only, and should not be used on the fuel economy label (window sticker) required by the provisions of 40 CFR 600.306-86. As in previous years, the fuel economy labels for most Minivans and SUVs should identify these vehicles as "Special Purpose Vehicles." Similarly, EPA will provide fuel economy ranges of comparable vehicles for "Special Purpose Vehicles" only, and not for any of the subcategories.

3. Guidance for Listing Alternative-Fueled Vehicles in the Guide

The 1999 Fuel Economy Guide will include separate sections for new alternative-fueled vehicles, including CNG vehicles, ethanol vehicles and other types of alternative-fueled vehicles. If manufacturers have not already done so, they may enter the fuel economy label values of these alternative-fueled vehicles into the EPA computer data base or provide the values to EPA in writing to the attention of their EPA certification team member.

For dual-fueled vehicles, manufacturers should provide fuel economy (mpg) values when the vehicle is operated on both fuels. For example, manufacturers should provide both gasoline and ethanol (E85) mpg values for flexible-fueled ethanol vehicles.

Manufacturers should provide the driving range of dedicated alternative-fueled vehicles (rounded to the nearest 10 miles). For dual-fueled vehicles, manufacturers should provide the driving range of the vehicle when operated on gasoline or diesel fuel and the driving range when operated on the alternative fuel. The driving range should be based on the adjusted combined fuel economy value as determined in 40 CFR 600.209-95(d) and the nominal fuel tank capacity of the vehicle (rounded to the nearest tenth of a gallon). If several fuel tank capacities are available for a vehicle, manufacturers should provide the driving range and the fuel tank capacity for all available fuel tank capacities for the vehicle.

For CNG vehicles, manufacturers should provide the city and highway fuel economy values in miles per gallon-equivalent, where one gallon-equivalent is equal to 121.5 cubic feet of CNG. The CNG fuel tank capacity used to calculate the driving range should be based on 80 percent of the nominal fuel tank capacity (using a slow fill rate) in order to account for the reduced fuel tank capacity which results from a fast fill rate.

As requested by manufacturers, we will list some alternative-fueled vehicles in the Guide for which the fuel economy (mpg) and driving range values have not yet been developed, provided the vehicles will be introduced into commerce sometime during the 1999 model year. For these models, the fuel economy and range values will be shown in the printed Guide as “NA” (not available). Then, when the values become available, EPA and DOE intend to update their Internet versions of the Guide with the correct mpg and driving range values.

Manufacturers who would like to include their alternative-fueled vehicles in the Guide should provide the necessary fuel economy information, driving range information, and a description of the vehicles to EPA in writing to the attention of their EPA certification team member.

4. Guidance for Listing Electric Vehicles in the Guide

The 1999 Fuel Economy Guide will include a separate section for new electric vehicles. If manufacturers have not already done so, they should provide a list of electric vehicles which will be introduced into commerce in the next year, and which manufacturers would like to have listed in the Guide. Manufacturers should provide a description of the vehicles to EPA in writing to the attention of their EPA certification team member, including the city and highway energy consumption (in kW-hr per 100 miles); and the range of the vehicles (in miles). The energy consumption and the range should be calculated using the procedures contained in Society of Automotive Engineers procedure J1634. Please submit the information in the format shown in the example below:

Carline Name	Type of Battery	Motor Size/ Type	Energy Consumption (kW-hr/100mi) City	Hwy	Range (miles)	Veh.Class, Body Type, Pass/Cargo Volume
AB Elect	Lead-Acid	95 kW AC Induction	40	30	100	4dr-113/13 Large Cars
AB Elect	Nickel-Metal Hydride	45 kW AC Induction	45	45	150	4dr-113/13 Large Cars

Carline Name	Type of Battery	Motor Size/ Type	Energy Consumption (kW-hr/100mi) City	Hwy	Range (miles)	Veh.Class, Body Type, Pass/Cargo Volume
CD Elect	Lithium-Ion	62 kW DC	NA*	NA*	NA*	2dr-85/11 Subcompact

Additional information may also be included if necessary to describe your vehicles.

We will also list some electric vehicles in the Guide for which the fuel economy and range values have not yet been developed, using the same approach as described above for alternative-fueled vehicles. In addition, we will list 1998 model year electric vehicles, provided the vehicles will be introduced into commerce sometime during the 1999 model year. Manufacturers who would like to use this approach should provide a description of the vehicles to EPA in writing to the attention of their EPA certification team member.